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THE HONGKONG DISPENSARY.

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Only communications relating to the news columns
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Correspondents must forward their names and ad-
dresses with communications addressed to THE EDITOR,
as far as publication, as well as evidence of good faith
and letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
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Licker's
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BIRTH.
On the 26th January, 1904, at No. 8A, The Bund,
Shanghai, the wife of Compt. E. Gribi, of a son.
DEATHS.

On the 27th January, at the General Hospital,
Shanghai, WILLIAM VINCENT THOMAS, late of Ewo
Cotton Spinning and Weaving Co., Ltd., aged 32
years.

On the 27th January, at the Nursing Home,
Shanghai, CHARLES STANLEY MOSS, aged 24 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVOLIS ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd FEBRUARY, 1904

THE "Near" East threatens to vie with the Far for a great share of public attention in the immediate future. A Berlin telegram of the 25th January to the *Ostasiatische Lloyd* announces that the Turk-Bulgarian tension is so pronounced again that Bulgaria is openly preparing for war in the coming spring, while Turkey has made an appeal to Russia and Austria-Hungary. There is no doubt that it is upon the attitude of Bulgaria that the peace of the Balkans, if it is ever possible to speak of "peace" in that turbulent region, hinges at present. Turkey is still playing the old game of promising reforms and procrastinating as long as possible to "save face"—a difficult task, it must be admitted, considering the Sultan's precarious position. The Turkish Government recognises the impossibility of getting out of the promised reforms altogether, but is anxious to secure modifications rendering the changes less humiliating in the eyes of the Turks. This is but natural, though the policy may not command our sympathy. Turkey is in a terrible position between her subjects and the Powers, and, however thoroughly we have to condemn the misgovernment which Turkish rule implies, we must make allowances for the desperate shifts of her statesmen. With Bulgaria the case is very different. That State is not fighting for life but for aggrandisement, and is playing upon the Christian feelings of the European nations for all they are worth. But there is no sincerity.

Admiral Sir Cyprian Bridge left Hongkong for Canton in H.M.S. *Alacrity* yesterday morning.

Mr. E. A. Irving, Inspector of Schools will present the prizes to the successful students at Queen's College to-day at noon and at S. Stephen's College to-morrow at noon.

When the last mail left Colombo, the people of Auradhapura, the place where the most celebrated Buddhist remains in Ceylon are, were looking forward to Sir Henry Blake's first visit.

The visitors to the City Hall Library and Museum for the week ending the 31st January, were 229 non-Chinese and 107 Chinese to the former, and 54 non-Chinese and 3,043 Chinese to the latter institution.

Hongkong footballers will be glad to hear that Mr. W. W. Clark, last year's Rugby captain of the H.K.F.C., distinguished himself not a little in a match between his old club, Glasgow High School F.P., and Clydesdale. The Glasgow papers say that Clark played in great style and scored a try from a brilliant dribble.

Sick-leave has been abolished by the Philippine Commissioners and Vacation-leave with full pay substituted for all civil servants in the Philippines, and absences through illness are to be charged against vacation-leave. Civil servants receiving \$100 gold per annum are entitled to 21 days, and those receiving over \$100 gold, to 28 days' vacation-leave.

We are obliged to hold over our "Bridge" column again to-day. If possible, it will appear in Thursday's issue.

"Bank Holiday" is reminded that we do not insert anonymously signed letters which have appeared in other papers.

Fires have been so numerous in Shanghai lately that there is talk there of "record-breaking." Hongkong, too, is not doing badly.

Mr. and Mrs. Hannibal Williams are to receive Shakespeare's *Julius Caesar* and *Much Ado About Nothing* respectively at Shanghai this week.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Commission Agents' Guild ... \$200

Groceries Dealers' Guild ... 50

Hermann, the notorious pirate of Manila, who escaped from the gaol at Cubu, has been re-captured, and is now awaiting trial on the extra charge of gaol-breaking. His sentence on the other charge already amounted to 13 years' imprisonment and a large fine.

It was notified last month that Colonel (temporary Brigadier-General) E. Ventris, from a Brigadier-General, is to be a Major-General on the Staff to command the troops in North China, and is granted the rank of Major-General in the Army.

The troubles in Mindanao, P.I., do not appear to be nearing a cessation. The latest news is that Lieut. Campbell W. Flack has been killed, and Lieut. William E. Roberts and private Foy seriously wounded, in a conflict with the Moros. They all belong to the 22nd U.S. Infantry.

The golf match Scotland v. The World at Shanghai was won by Scotland by a majority of 28 holes (33 against 7). Mr. J. H. T. McMurtie, first player for the Scots, beat Mr. G. F. Collyer by 7 holes. McMurtie also won the last Bogey competition at Shanghai. His golf has not deteriorated since he left Hongkong, it seems.

On Friday afternoon a pickpocket named Li Tak approached a ricksha, in which a lady was sitting, waiting for a friend, near the side entrance to the Hongkong Hotel. Inserting his hand in the lady's pocket, from the back, he endeavoured to abstract her purse, which he had seen her place there. Unfortunately for Li the lady felt the movement in her pocket, and turning quickly she called out to Corporal Witzman, U.S. Marines, who was passing near, and who at once seized the would-be pickpocket, and signalled for a policeman, into whose charge he gave Li. Placed before His Worship on Saturday he was sentenced to pay a fine of \$25 or 3 months' imprisonment, with 6 hours in the stocks.

We take the two following articles from the *Shanghai Mercury* of the 27th ult.—Mr. R. Littmann, the ex-employee of the Russo-Chinese Bank, arrived here last night by the N.D.L. steamer *Curu*. He was met on his arrival by Detective-Sergeant Moore and conducted to the Central Station, where he spent the night. At 9 a.m. to-day he was taken to the German Consulate, where he had a hearing, and from there to the British gaol, where he will be confined during his trial.—There is a report about town to-day that a prominent Chinese resident of Kobe, not unconnected with the Russo-Chinese Bank there, who was a passenger by the *Hakko Maru* to-day, has found it convenient to remain on board, under Japanese jurisdiction, while the Consular authorities concerned are discussing certain complaints made against him. More will probably be heard of the case.

THE GERMAN CONSULATE.

Yesterday the duties of German Consul were formally taken over by Dr. F. Krüger, who relieves Dr. O. Gumprecht. Dr. Krüger arrived here on the 29th ult. by the s.s. *Bengal* from Shanghai, having come from Europe by way of the Siberian Railway. He was formally in Manila and has for some time been at home on leave. Since his arrival Dr. Krüger has made many official calls, including one yesterday on H.E. the Officer Administering the Government. Dr. Gumprecht has been transferred to the Consulate at Cairo. He has been in Hongkong since July, 1901, during which time he has been very popular with the German community and has gained the high respect of all those who had to meet him either on business or socially. He will leave for Cairo probably by the next French mail.

CORRESPONDENCE.

THE A.D.C. IN "HIS EXCELLENCE"

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st February.

SIR.—I notice from the announcement appearing in your issue of this morning that a performance of the above has been arranged to take place on Wednesday, the 17th inst. Probably it has escaped the notice of the A.D.C. that the 17th inst. is Ash Wednesday, and it is, to say the least, somewhat unusual to hold any social function on that day. They might therefore be glad of this reminder in time to enable them to arrange another date, as no doubt the 17th inst. was selected to fit in with other engagements, without the significance of the date attracting anyone's notice.—Yours, etc.,

ANGLICAN.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE NORTHERN CRISIS.

SINGAPORE, 1st February, 1.45 p.m.

"DILWARA" RECALLED TO HONGKONG.

The transport *Dilwara* has received telegraphic instructions to return to Hongkong.

[The transport *Dilwara* left Hongkong on the 21st ult. for Singapore and home, having on board the 89th Company, Royal Garrison Artillery, and a number of details from the Sherwood Foresters, Royal Engineers, Army Ordnance Corps, and Royal Army Medical Corps, in all 600 men or so aboard, besides quite a number of wives and families of soldiers, and a few indulgent passengers. It is plain that the *Dilwara*'s recall is a very grave step.—Ed. D.P.]

IMPERIAL DEFENCE.

LONDON, 1st February, 11 a.m.

REPORT OF COMMISSION PUBLISHED.

The National Defence Committee's report has been published by the Government with His Majesty King Edward's approval. They have decided to appoint an Army Council similar to the Admiralty Board, to appoint an Inspector-General, and abolish the post of Commander-in-Chief.

[The National Defence Committee which was appointed after the Boer War consisted of Lord Esher, Admiral Sir John Fisher, and Sir George Clark. Their decision throws light on the statement reiterated by the *Daily News* that Lord Roberts was about to retire from the post of Commander-in-Chief.—Ed. D.P.]

PUBLIC INSTALLMENTS.

MANILA, 1st February, 8.30 p.m.

Chief Justice Arellano to-day administered the oaths of office to Governor Luke E. Wright and Vice-Governor Henry C. Ide in the Marble Hall of the Palace, in the presence of hundreds of spectators, including the heads of the Civil and Military Governments, of the Church, and of the Foreign Consuls.

GENERAL NEWS.

LONDON, 1st February, 11 a.m.

MRS. MAYBRICK RELEASED.

Mrs. Maybrick was released yesterday. [The case of Mrs. Maybrick will yet be fresh in the public memory. Her arraignment and trial constituted one of the most sensational episodes in the public annals during the latter part of last century. After a long trial she was convicted of the murder of her husband by arsenical poisoning and was sentenced to death, which sentence was afterwards commuted to one of penal servitude. Many petitions, especially from America, were sent in to the Home Secretary on her behalf, and it is presumably that her good conduct in prison has led to her liberation six months before it was due.—Ed. D.P.]

WRESTLING CHAMPIONSHIP.

Hackenschmidt, the German, has defeated Madras, the Turk, in the Greco-Roman wrestling championship of the world in London, winning £100.

REUTER'S SERVICE.

JAPAN AND RUSSIA—THE OLD RUSSIAN STORY.

LONDON, 30th January. The *Daily Graphic* adheres to its statements, in spite of numerous statements emanating from S. Petersburg that an early settlement is expected.

MR. FREEAR AT THE THEATRE.

Mr. Freear repeated last night the success of Saturday, his "Frivolities," before an audience which, although good, was scarcely up to Saturday night's standard. Mr. Freear has certainly the trick of holding his hearers' attention from beginning to end and of amusing them throughout. As before, there was a bioscope exhibition at the close of the entertainment.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 1st at 12.5p.m. The barometer has risen over Japan, S. China and the Philippines.

The high pressure area has moved eastwards

and is central over the Yellow Sea.

Pressure is probably low in the China Sea to the Westward of the Philippines Archipelago.

Gradients moderate with strong monsoon in the Formosa Chiaffin, rather steep with hard monsoon over the N. part of the China Sea.

Forecast:—Fresh NE winds; fine.

THE NORTHERN CRISIS.

In the midst of anticipations of the gloomiest kind, Hongkong still continues with little drama news. The Japanese Consul had not, up to yesterday, heard that war had broken out. As far as he knew, Japan was still waiting for Russia's reply, which would decide the matter one way or the other. It is understood that a telegram has been received by Chinese to the effect that war has broken out, but this, perhaps (most likely, in fact), is from Chinese elsewhere who, thinking peace at this stage impossible, were previous in their announcement. Several telegrams are understood to have been received by various parties, all to the effect that war is expected. But that is not new.

The Russian s.s. *Manchuria*, which arrived from S. Petersburg on Sunday, left for Port Arthur yesterday afternoon. She has 50 tons of explosives and 1,300 tons of general cargo on board. The Russian s.s. *Edward Bay*, which arrived from Odessa on Sunday, with 4,500 tons of cargo for the north, has not yet cleared.

Various items of news in connection with the crisis are contained in the most recent issue of the *N.C. Daily News*. It appears that eighty Russian soldiers arrived at Kowangtze station on the 22nd ult. from Haishamming. Kowangtze is the junction of the Haishamming and Shanksui-Nanchang lines. Russia is likely to reoccupy the Chinese railway outside the Great Wall in the event of hostilities, and is laying new lines of telegraph from Tatungkou on the Yalu in the direction of Moukden, and between Moukden and Tungchow, a place on the high road from the Yalu to Liaoyang, from which it is about 30 miles distant.

Japan is also paying attention to railways. On the 25th ult. an Imperial ordinance was published in the *Official Gazette* at Tokyo with reference to the military employment of the private railways. It specifies the facilities required and the tariff to be observed for the use of these railways for military transportation.

It is stated that in the event of war the Chinese Eastern Railway Co.'s steamers will be withdrawn from the Daluy-Nagasaki and Daluy-Shanghai routes. It is contemplated to put the two passenger steamers *Manchuria* and *Mongolia* under the Red Cross flag, and use them as hospital ships, for which they are admirably adapted; but the *Manchuria* is in dock at Nagasaki, her engines having been taken out in order to strengthen their bed.

Chooey reports that every steamer leaving Port Arthur has to be towed out by a tug and to carry a special pilot, so that in the event of anything happening to her she can be towed out of the channel before she sinks, and so the entrance will be kept clear.

The first meeting of the Supreme Military Council of Japan was held in the Palaces at Tokyo on the 25th ult. Later in the day Count Matsukata and Inouye, former Ministers of Finance, and Baron Sonne, the present Minister, were received in audience by the Emperor, who asked their co-operation regarding the important financial programme which is to deal with the present contingency. Next day the principal Ministers and the Elder Statesmen met at Count Matsukata's residence to arrange the programme.

At Seoul, despite the trickery of Russia, a wind favourable to Japan is now reported to be blowing, the Korean statesmen feeling confidence in Japan's sincerity.

The *Kobe Chronicle* of the 22nd ult. thinks that, if Russia still refuses to accept the demands made by Japan, and if for the time being relations are broken off, the natural consequence will then be, not an attack by Japan upon Russia either on land or sea, but the resort by Japan to those measures for safeguarding her interests of the nature of which she has already informed Russia. That is to say, Japan will send her troops into Korea, declare some sort of a protectorate, and set to work to erect the peninsula into a bulwark against the further southward advance of Russia. Our contemporary believes that Russia would offer no active opposition to such action. She may make it the subject of protest to Japan and the other Powers, but in the end the Russian Government would virtually acquiesce, for the present at any rate, in measures that might even be regarded with secret approval as giving her a certain right to remain in Manchuria. It is by no means improbable that Japan having resolutely taken the matter into her own hands, Russia will withdraw her agents and remove her works from Northern Korea at the Japanese demand, thus acknowledging the Yalu as the real boundary between a Manchuria dominated by Russia and a Korea dominated by Japan. There seems to be no probability that Japan will attempt the tremendous task of attempting to drive Russia from Manchuria.

HONGKONG ODD VOLUMES SOCIETY.

HONGKONG JOTTINGS.

In spite of rumours—it looks now as if they were more than rumours—of war, Hongkong is looking forward to the climax of its season, which may be dignified now with a capital S. February in the month, socially, in this Colony, and the February of 1904 promises to be as lively as any of its predecessors. The festivities start off next Wednesday with the Government House Ball, and six nights later the Cricket Club dance at the City Hall follows. On the 13th inst., according to the re-arrangement of dates, the A.D.C. give their first performances of *His Excellency*, repeating it on the 17th and three following days. The Dallas Company open at the Theatre on the 22nd inst., and on the next day the Race Meeting, to many Hongkong's most enjoyable feature of the year, starts, to conclude on the following Saturday, the off day. Other dances and some dinners are in the air, and no doubt before our wet season sets in we shall have managed to make the best of the present delightful weather.

The despatch of the Public Address to our late Governor, as well as the formal announcement to Sir Henry of the inauguration of the two scholarships which the Chinese community has founded to perpetuate his name in the Colony, serve to recall the way in which the names of previous Governors have become permanently associated with the Colony. In the street nomenclature of Hongkong we may trace the names of, I think I may say, all the Governors the Colony has had. We have Pottinger Street to perpetuate the name of our first Governor, Sir Henry Pottinger; next in order came Sir John Davis, and we have a Davis Street at Kennedy Town; then Sir G. S. Bonham, to whom Bonham Strand owes its name. Even Major-General Jarrold, the Lieutenant-Governor who administered the affairs of the Colony in 1843, has been honoured by a Jarrold Street. I suppose the name of Sir John Bowring suggested Bowrington, and the Lieutenant-Governor of the early 'Fifties has his name perpetuated in Caine Road. Sir Hercules Robinson, who succeeded Sir John Bowring, also gave his name to a road, and his lieutenant, Mr. Morer, has his preserved in the name of subsidiary street. Macdonnell Road derives its name from Sir Richard MacDonall. His successor, Sir Arthur Kennedy, gave his name to Kennedy Read.

The only Governor whose name is not perpetuated in the street nomenclature of the Colony is Sir John Pope Hennessy. Sir George Bowen, who succeeded him, is remembered by Bowen Road, and we have Des Vaux Road and Robinson Road to commemorate the services of Sir George Des Vaux and Sir William Robinson. The names of many of the gentlemen who for brief terms administered the Government have their names remembered in the same way, as in Austin Road and Barker Road, but we have not yet a Wilson-Black Parade or a Gascoigne Avenue. Sir Henry Blake's name is perpetuated in Blake Pier, and in the scholarships which the Chinese Community have just founded I consider the Chinese have adopted a very sensible way of honouring the Governor whom they so highly esteemed, and it is a way that Sir Henry Blake will greatly appreciate. The education of the rising generation of Chinese in the Colony on Western lines is an object which all administrators of the Colony will be anxious to promote in every way, and the "Blake scholarships" will doubtless serve to stimulate that spirit of emulation in the schools which will lead to the best results.

It is not generally known, but is nevertheless a fact, that the military authorities are very busy just at present in improving and extending the fortifications of the island. A number of new guns have been put in position on the forts recently. It does not necessarily follow that these operations have a connection with the state of things up North. But it is hinted that during the tenure of office of the last General Commanding the progress which the War Office desired in this direction was not made. Apparently the new General is paying particular attention to the improvement of the island's defences.

The arid pages of the Government Gazette inform us weekly of the places that continue to enforce sanitary measures against Hongkong. It may not be generally known here that fifty-six successive days have now elapsed without the occurrence of a single plague case in Hongkong. But I must not forget the saying, *Ubi rufa et unbeschrieben!*

To refer again to the ever-recurring question of beachcombers in Hongkong, one often hears the query put, Where do they come from? At present there are from 30 to 40 in the Colony. That seems a lot, but an old resident tells me he remembers ten years ago there were some 200 "on the beach." The recent importations, with hardly any exception, come from Manila via the Fatsaw Railway. They go up the new line, get employment for a couple of weeks, and are then "fired out." Of course they drift Hongkong-wards, and there is no law to prevent them stepping off the Canton boats. Undesirables can be prevented from landing here from ocean-going steamers, but if they come by way of Canton it seems there is no preventive against their ingress. It is high time there was.

I notice in the Manila papers several paragraphs concerning the climate of the Philippines this season of the year, especially in their capital during the past two weeks. They say that a blanket is quite necessary at night, and the days are not too hot (significant "too"). What, then, would they say of the Hongkong

climate, where three blankets are necessary to sleep at night, and the days are scarcely to be called even warm, even in their warmest hours, and heavy clothing comfortable? Truly the weather we have been enjoying the last few weeks is a great braver for the other seasons before us.

Yesterday was the 53rd anniversary of the declaration that the inhabitants of Hongkong were British subjects, although the island was taken possession of six days previously. It was not erected into a British Crown Colony, however, until April 1843. In 1841, by the way, the Chinese had two batteries on Kowloon peninsula, according to the late Mr. Donnay, in his *Treaty Ports of China and Japan*. Those days seem truly remote from the present era of Taipo police administration and shooting expeditions in the New Territory.

BANYAN.

THE KWANGSI TROUBLES.

A correspondent residing at Kweilin, provincial capital of Kwangsi, writes in the N.C. Daily News on the present troubles in that province, states that they owe their origin to members of secret societies a few years ago issuing tickets of membership to the common people at so much cash each, which of course guaranteed the holders from harm at the hands of the desperate class. Holders of tickets had, however, to assemble at their respective centres at certain intervals to pay obedience to their leaders, and also to take orders from them, if necessary. Finally, as the membership began to swell in numbers and the evil portion among them seemed ripe for mischief, the leaders started about robbing people who did not belong to their societies. Then came reports of outrages by roving gangs of disbanded soldiers in some places, and rebels in others, whereas to speak the truth these plundering bands were no other than members of the secret societies—mainly Triads. These bands having their own centres could easily assemble and as easily scatter to their homes to resume their former rôle of the peaceful rustic. For this reason it is next to impossible to distinguish the innocent countryman from the secret society man, and this had led sometimes to indiscriminate slaughter by the troops, who often suffer through the treachery of these people.

Then again there are what are called Ya-pang, or men who for a certain sum of money guarantee to convey the goods of merchants from one place to another free from harm. These Ya-pang, who are also called Piao-shou, are armed with magazine rifles of newest patterns, and they escort their convoy through Customs barriers and places held by the troops unquestioned. But while engaged in this work these men act as spies for the secret societies, for as a matter of fact they are no less than secret society men themselves. Merchants who engage these Ya-pang know perfectly well the nature of the men they employ, but what else can they do? During the past month or so large bands of secret-society men have appeared in the neighbourhood of Liuchewfu and Chingyanfu, keeping the troops always on the alert, whilst even the provincial capital and Wuchow are not free from these pests. Since his arrival in Kweilin four months ago Governor Ko Feng-shih has been untiring in trying to get at the leaders of these secret societies, and by the help of faithful retainers who bravely walked into the lion's jaws and pretended to join these societies, has at last caught and headed three leading chiefs of the Ya-pang, named Tien Ho-ling, Yao Chen-yih, and Peng Lan-chi; two chiefs of the Kweilin Triads, Chen Yung-piao and Chen Chang-sing (father and son); and a certain Yang Fu-ting, a well-known rebel chief of Wuchow. The last-named three Triads went even so far as to confess that they had made every preparation to attack and capture the provincial capital last October, when they were prevented by the arrival there of Governor Ko Feng-shih and his army, in the nick of time as it were. At the time they were captured these three men were in the midst of putting into execution a scheme to rob certain banks in Kweilin and to seize the opportunity to capture the city. Chen Yung-piao, father and son are said to have had over 3,000 well armed men under them and had also two lieutenants who, hearing of the capture of their two chiefs, fled to the vicinity of Hsinjen-hsien, when they were also captured through the help of Government spies.

Since his arrival in Kwangsi there is no doubt that H.E. Governor Ko Feng-shih's efforts have been instrumental in restoring order in a great measure to the region round about Kweilin, Liuchew, and Chingyan, and we can say that he is in a fair way to pacifying the whole province in due time.

INSURANCE COMPANIES IN JAPAN.

The term within which the foreign insurance companies in Japan had to give bonds expired at the end of last year. Nearly all the companies refused to give the required bonds, and declared they would withdraw from Japan. The Foreign Ministers have protested to the Japanese Government. It is understood that the Japanese Government will not insist on its demands, but that the matter will be quietly settled so that the insurance companies will remain in Japan. This dispute has been going on for some time, Japan following the example of "hard up" countries in the past. She demands that the insurance companies put up £20,000 in Japanese bonds. £20,000 is a large sum for small companies, but, it seems, this is not considered by the companies as a ground for objection; what they object to is the Japanese Government requiring Japanese bonds. Why should they not be allowed to invest their money as they please, in foreign bonds universally recognised to be marketable, for instance? It is true, of course, that the insurance companies would be making money from Japanese insurers. Whether the demands are justifiable or not is hard to say; such terms are not required elsewhere.

THE ANGLO-CHINESE DISTRICT SCHOOLS.

DISTRIBUTION OF PRIZES.

His Excellency the Officer Administering the Government, F. H. May, C.M.G., yesterday presented the prizes to the successful students in the Anglo-Chinese District Government Schools—Saiyipun, Wan-chai, and Yau-mati—the ceremony taking place in the Wan-chai School. Mr. E. A. Irving, Inspector of Schools, presided, and among those present were Mr. R. A. Ponsonby, Private Secretary to His Excellency; Mr. W. H. Williams, Saiyipun; Mr. Wm. Curwen, Yau-mati; Mr. Yang Hoe, Wan-chai; Mr. A. O. Brava and Mr. C. R. S. Cooper. Before the formal proceedings began recitations were given by boys from each school, Mr. IRVING said he had been requested by the headmasters of the three District Schools which were represented there to read the annual report upon the progress of the schools during the past year. It was a duty which was usually undertaken by the headmasters themselves, and he was all the more conscious of the compliment and gladly consented to do what he had been asked. He only regretted that they were unable to hear from the mouths of the gentlemen best qualified to speak an account of the interesting experiment whose first phase, as it were, was punctuated by that day's gathering.

Mr. IRVING proceeded to read the report, which stated that the three schools were in existence in 1901 as free schools, and gave elementary instruction in English and Chinese to the children in the neighbourhood. The young Chinese masters were now doing excellent work, although the methods employed, which were general in Europe and America, were revolutionary in the annals of Hongkong. Under the same roof as the English classes were vernacular classes, in which a sort of education was given, but very few of the boys knew the meaning of what they learned by heart. And if the boys did not learn their own language they did not learn English. They learned three or four school readers almost by heart. That was in the past, but a different system was now in vogue. The organisation of the schools was entirely remodelled under English masters, and the results of the last examination showed a vast improvement. In elementary geography the same improvement was shown, and the arithmetic done by the first year boys was exceedingly good. Composition, however, was weak, but colloquial English showed great advancement, and the senior boys talked English as "Wellington did French," according to a saying of Napoleon, "courageously." The standard of Chinese language attained in the schools was very moderate, that of Saiyipun being the best of the three. Mr. IRVING dealt with the question of teaching simple English thoroughly, as if English was to be the tool for further learning, then the tool must be well forged, and ready to hand before good work could be expected. It was also proposed to admit no boy to the school without some knowledge of the character of his own language, and then to dispose and improve that knowledge so that the student may be able to use it for practical purposes. In the upper schools frequent translations from English to Chinese and from Chinese to English would be insisted upon. In concluding his report Mr. IRVING called upon His Excellency to present the prizes.

His Excellency then presented the prizes, after which he said—Mr. IRVING, ladies, and gentlemen, Mr. IRVING has told you that to-day marks the first stage in an experiment. It is an experiment, and a very important one, I think, not only in the educational interests in the Colony, but also in the commercial interests of this great emporium of trade. When I came out as Colonial Secretary, in 1902, one of the first pieces of work that fell to my lot was to see how far and in what manner the recommendations of a very important Commission—the Commission on Education—might be adopted; that is to say, I had to advise the Governor for the time being, as far as my ability enabled me, as to what changes could and could not be made. After a very great deal of correspondence with the home authorities and others, various changes were decided upon, and one of the most important of them was the reorganisation of the Government Anglo-Chinese schools. To-day we have the first-fruits of that reorganisation, and I think all those who are interested in education in the Colony must have heard to-day or will, no doubt, read in the newspapers to-morrow, with a great deal of pleasure, the satisfactory report which the Inspector of Schools has just now read to us. And I would like, before I go further, to congratulate the masters of the district schools, and the Chinese masters working under them, upon the very good work which they have already accomplished. What we want in Hongkong are Chinese who know the English language, and also, let me once more emphasise it, who know their own. I have had occasion before now to state that in my experience, which has been a considerable one, of the difficulties in carrying on business in Government offices—and it must also be found to be a difficulty in commercial firms—is the want of clerks who know their own language as well as knowing some English. Now, English, as we have heard in the report, is being taught in the district schools on a different system to what has been done in the past. I may say that I thoroughly endorse that system. It is the system that is now used at home in teaching all modern languages, and I do not think there is any question that it is the best way of learning a living language—I have before to-day had occasion to visit the district schools and see them actually at work, and I must say that I have been much struck by the progress made by the students in colloquial English. The masters appear to me to teach them in a most intelligent manner, and what is very pleasing is to see that the students appreciate the efforts being made by their masters, and as far as I could judge they seem to enter into the spirit of the new method of teaching and to render on their part the task of the masters more easy. I have heard it said that it is no use trying to get Chinese boys to talk, because they won't talk. Well, I must say that in my visits to the district schools I have found that they were quite ready to talk. (Applause.) I have had an opportunity of seeing some of the examination papers that were done at the recent examination by the Inspector of Schools and I have taken a special interest in the translation work from English into Chinese, because that was a test of the progress made in the other department of education to which I referred, the teaching of the Chinese language. I regret to say that the progress in that direction is not so satisfactory, but I hope that a recent change which I have sanctioned, by which three vernacular schools have been closed and the masters have been taken from them and transferred to the district schools to teach the Chinese language, will have a beneficial effect. If it has not—and we shall be able to learn before the next distribution of prizes whether the change has been fruitful of success—then all I can say is that some other measures must be taken, for one thing—I myself am determined, and that is that as far as I can do I will have Chinese boys in the district schools getting a good sound education in their own language (applause), and I would ask you boys to remember that. I am more or less an employer of labour—at least I am an official who has a good deal to say with regard to the selection and appointment and promotion of Chinese clerks in the Government service—and I have also many friends in the commercial world in this Colony, and I can tell you that it is not enough for you to know English only. If you want to be successful and if you want to make a good income, I do not care whether it is under the Government or under some large mercantile firm, you must know Chinese as well. I think that all those who have heard the recitations to-day will have been very pleased with them, and I think I may express the prophecy that there is one boy at least [H.E. was referring to a little fellow who had recited excellently "When I'm a Man"] who when he comes to be a man will be a very useful member of society if he goes on as he has begun. (Applause.) Now, I am told he is only nine years old, I suppose that is only nine Chinese, which makes it about eight in English reckoning. When he is eighty he may be Viceroy of a Chinese province perhaps or occupy a considerable official position in this Colony. (Applause).

Mr. W. H. WILLIAMS on behalf of the staffs and the boys of the district schools thanked the ladies who had graced the ceremony with their presence and the Inspector of Schools, Mr. IRVING, for his report upon the district schools collectively. Mr. IRVING had told them what the boys could do, but had omitted to point out a little feature of school curricula which the boys in these schools could not do. Part of an English boy's early education was to learn to sing. He mentioned that fact because the district schools were conducted as far as possible on the lines of an English school, and it was quite possible that a few of their visitors had expected to hear school songs. As yet, however, school singing was not taught in their schools. In fact the headmasters had considered it and had decided for the present at any rate against it. He had also to thank His Excellency most heartily for distributing the prizes and for his address to the boys. Perhaps the boys had not been able to follow all the points of His Excellency's address, but he felt sure they were sufficiently intelligent to realise that by his coming personally and addressing them those who provided them with this means of education were anxious to go farther and to encourage them in the way His Excellency had done. The prizes were given by the Hongkong Government, and in receiving them from the hands of His Excellency they felt that they had a double value and appreciated them all the more. (Applause.)

The scholars then gave three cheers for His Excellency, and the proceedings were concluded by the recitation by one of the boys of "God Save the King" and three cheers for His Majesty.

The school re-opens on the 2nd March at 9 a.m.

POLICE COURT.

Monday, 1st February.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE)

EXEMPLAR PUNISHMENT.

Hu Wi, Lon Wan, and Hui On were charged with gambling, and dealing in tickets for various lotteries, such as the Macao, Spanish, Kwangtung, Wu Pei, etc. They formed a firm operating under the name of Kwang Wo Cheong, and sold worthless lottery tickets to innumerable men and women, and when asked for the return of the money by several who were suspicious gave I.O.U.'s to them for the amounts, numbers of them being for \$20. There was no plausible defence, and the first defendant was sentenced to a fine of \$1000, the second and third to \$500 each, all with the usual alternatives of imprisonment.

THEFT.

Abdu Rahmon, unemployed, entered the room of B. Drummond, a diver, at the Navy Yard, and stole therefrom 15 sovereigns and one handkerchief, of the aggregate value of £15. 2s. 6d. Evidence of the arrest of defendant was given and the case remanded.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

SUPREME COURT.

Monday, 1st February.

IN SUMMARY JURISDICTION.

BEFORE HIS EXCELLENCY A. G. WISE
(PUIWEE JUDGE).

DISPUTE ABOUT THE CHARTER OF A STEAMER.

1. Shieh Pang, 115, Wing-lok Street, sued Yung Chi Boi, 9, Queen's Road Central, and Pun Tee Yan, 30, Connaught Road, for \$165.22 restricted to \$100, plaintiff claiming this sum from Yung Chi Boi as charterer under and from Pun Tee Yan as guarantor of the charter-party dated 12th June, 1903, being the balance of money due for the charter of the s.s. *Emma Layken* from the plaintiff. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors, appeared for the plaintiff and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, for the defendants.

Mr. Looker said the plaintiff was an owner or charterer of steamers. He chartered them to various people for various purposes; amongst others he made a charter of the steamer *Emma Layken* to the defendant Yung Chi Boi to carry passengers from Hoi-ho to Singapore. They entered into a charter-party on which he was suing. It was an agreement by which this steamer was to be hired or chartered or taken by the defendant, who had to guarantee 650 passengers at least; suppose he carried only a very small number of passengers he had to pay 650. In the event of the number reaching 650 Yung Chi Boi agreed to pay full compensation. It was a guarantee that he would pay for 650 passengers unless the regulations prevented the ship from carrying 650, in which case there would be a reduction. If there were more than 650 the passage-money due was reduced. The intention of asking the defendant to guarantee 650 was clear. It was not intended to charter the steamer and take remuneration according to the number of passengers, for the defendant might have only a few passengers on board and they might have sent down their steamer for some \$200 or \$300. Therefore it was provided that 650 should be guaranteed. As a matter of fact 505 passengers were carried; 31 were got from Hongkong. According to the Hongkong passage licence the steamer could carry 723 passengers altogether, and according to her emigration licence—that was for a voyage of over seven days—she could carry the full 650. It seemed to him that the charge was reduced to this. Was it an agreement that the defendant should pay for 650 whether they went or not, or was he only to pay for the actual number of those who did go?

Mr. Grist said this was not exactly the position of matters. He did not read this agreement as a charter-party. It was not a charter to them in any shape or form; it was purely an agreement that they would send this ship from Hoi-ho and that defendant would guarantee 650 passengers.

Mr. Looker said His Excellency—What is the difference? His Excellency said that was not the case. Mr. Grist said that the ship was not handed over to them and therefore it was not a charter-party. The agreement was wrongly described as a charter. He would not take objection on that point, however. Defendant's contention was that he could have carried 650 passengers but was prevented from doing so by the action of the plaintiff.

Evidence was then taken. His Excellency gave judgment for the defendant and costs.

Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

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NEW ADVERTISEMENTS

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THE Undersigned has received instructions to Sell by Public Auction.

THURSDAY,
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A Fine Assortment of

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SATSUMA KIOTO, IMURI SILVER
CLOISONNE, BRONZES, LACQUERED
WARE VASES AND TEA SETS;

EMBROIDERIES AND SCREENS,

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 2nd February, 1904. [407]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,
the 6th FEBRUARY, 1904, at 2.30 P.M., at their
SALES ROOMS, No. 8, Des Vaux Road

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OLD MING BRONZES, MANDARIN
COATS, WALL PLATES, &c., &c., &c.

TERMS.—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 2nd February, 1904. [408]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR KOBE.

"EMPIRE,"

Captain P. B. Hulme, will be despatched as above

TO-MORROW, the 3rd inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st February, 1904. [405]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKAN LINIE.

FOR SHANGHAI, NAGASAKI, HIIGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ,"

OF THE NORDDEUTSCHER LLOYD.

Captain C. Duwers, due here with the outward

German Mail about THURSDAY, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd February, 1904. [405]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT-POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain G. Gingras, will be despatched for the

above ports on or about MONDAY, the 8th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd February, 1904. [405]

FOR YOKOHAMA AND KOBE.

THE Steamship

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Captain G. Schmidt, will be despatched for the

above ports on WEDNESDAY, the 10th inst., at DAYLIGHT.

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HAMBURG-AMERIKAN LINIE,

Hongkong Office.

Hongkong, 2nd February, 1904. [409]

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EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG
DAILY PRESS" Office. [3119-1]

ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

SATURDAY, 6th FEBRUARY, 1904.

MADAME CANDUTTI'S CONCERT.

(Pianist pupil of Rubinstein).

UNDER the Patronage of H. E. the Officer Administering the Government and Mrs. MAY, Sir WILLIAM GOODMAN, Chief Justice, and Lady GOODMAN, Rear-Admiral and Mrs. ROBINSON.

Kindly assisted by the PHILHARMONIC ORCHESTRA, by a German Double Quartet; by Miss BAIN, by Mrs. A. G. GORDON, by Mrs. A. H. OUGH, and by Mr. G. H. EDWARDS.

Tickets for sale at the Robinson Piano Company.

Prices 83, 2, and 1.

To Commence at 9 P.M.

Hongkong, 30th January, 1904. [290]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give Five Performances of THE COMIC OPERA "

"HIS EXCELENCY"

Written by W. S. GILBERT.
Music composed by Dr. OSWALD CAKE.

SATURDAY, 13th FEBRUARY.

WEDNESDAY, 17th

THURSDAY, 18th

FRIDAY, 19th

SATURDAY, 20th

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NO HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 8th, at 10 A.M.

Booking Office will be opened daily from that date from 10 A.M. to 4 P.M.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 28th January, 1904. [349]

MUSIC.

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L. A. DE GRACA,

88, Poel Street, or

Care of Daily Press Office.

Hongkong, 11th August, 1903. [353]

QUEEN'S COLLEGE.

HIS Excellency Mr FRANCIS H. MAY, C.M.G., the Officer Administering the Government, will preside at the Prize Distribution at the above Government Institution TO-DAY (TUESDAY), FEBRUARY 2nd, at Noon.

All interested in education are cordially invited.

GEO. H. BATESON WRIGHT,

D.D. Oxon., Headmaster.

Hongkong, 1st February, 1904. [398]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on FRIDAY, the 6th FEBRUARY, commencing at 10 A.M. and finishing at 3 P.M., if the range is clear, from the East of Customs Pass (Gun position by the old Customs Station) in the direction of Razor Hill in an East-North-East direction.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 29th January, 1904. [388]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on SATURDAY, the 6th FEBRUARY, commencing at 10 A.M. and finishing at 3 P.M., if the range is clear, from the East of Customs Pass in the direction of Kowloon Peak (Nautau Kok) in a Westerly and North-Westerly direction.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 29th January, 1904. [389]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [357]

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DORABEE & SON, Proprietors.

Contractors to H.M. Navy.

Hongkong, 22nd January, 1904. [366]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from Geo. GRIMBLE, Esq., to Sell by Auction TO-MORROW (WEDNESDAY), the 3rd FEBRUARY, 1904, at 2.45 P.M., at his Residence "LA HACIENDA" (East), MOUNT KELLETT.

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VERY MODERATE PRICES

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Hongkong, 29th January, 1904. 13335

NOTICE OF REMOVAL.

The business of AH MEN and HING CHEONG & CO., Tailors, will be ARREDED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel.

Hongkong, 5th January, 1904. [128]

"THE EAST OF ASIA."

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On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; MESSRS. KELLY & WALSH Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

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BEWARE OF JAPANESE IMITATIONS.

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Hongkong, 31st July, 1903.

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Hongkong, 18th May, 1903.

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is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

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is the best air purifier known, and a stronger and more effective than carbolic acid, besides being pleasant and refreshing.

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King's Fumigating Powder

is the safest and most convenient means of sulphur fumigation. For the disinfection of infested places, bedding, curtains, etc., they are both practical and economical. Destroy all insects.

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BEITAL GREEN,

LONDON, E.

HOW WE HELP AMERICA.

How is it that it is so generally admitted that America is the most energetic and the most enterprising of all the nations? Apparently, Britain decided some few years ago that it was inevitable that America should take the premier place among industrial and commercial nations. With the utmost tranquility we relinquished our claim to the position of proud supremacy. It may be that we had become tired of the responsibilities of high office, and determined to seek rest and refreshment in secluded retirement. The growth of the idea that it was necessary for us to abandon our claim to overwhelming power has been most startling. First of all, we became conscious that we should not always be the greatest manufacturing nation; in the beginning the idea was that we should be ousted by Germany. But Germany overreached herself, and ceased to be a great commercial danger, and America took her place. Then the newspapers told us that we should be beaten by the United States. After the first flush of surprise, we contemplated the prospect with absolute serenity. Indeed, so reconciled have we always been to our inevitable destiny, that it is impossible for us to remember the exact date of the departure of our greatness. We fell from grace with pleasant lack of brutal suddenness. At no time has it been possible for us to say with absolute accuracy that yesterday we were first and to-day we are second. We know that we are not first to-day, and we are conscious that we have not been in that proud position for a good many days.

Indeed, we have fallen into the habit of admitting that America is the premier commercial nation; we also seem eager to admit that Americans are more energetic, efficient, and enterprising than are the people of Britain or any European country. Why should we be so prone to admit the existence of that overwhelming pre-eminence? I am at a loss to understand. It is always a most dangerous thing to admit superiority; especially dangerous is it for one business to advertise that another is superior. I trace the foundation of this cry of American supremacy to most excellent motives, and I am confident that the results which have followed the universal adoption of the phrase are not in accordance with the desires of the projectors of the movement. The idea was to wake up the man-farmers and commercial men of this country by showing them instances of the energy and enterprise of the Americans. The result of the business has been that consumers in this country and in every country have been convinced that American goods are really vastly superior to British. Nothing succeeds like success!

America fully realises the great value of this British pro-American sentiment; the trans-Atlantic business man makes the most he can out of it. It is not surprising that there are many persons who, because they have heard so much of this Yankee "superiority," make a point of buying American things whenever it is possible; obviously, it is a fair assumption that since American methods are so vastly superior, American products must be equally superior. I do not dispute the accuracy of the statement that America is full of energy and enterprise, but I do contend that the comparison between America and Britain as industrial nations is, as a rule, entirely disproportionate. Britain is not entirely rusted and dead. British industry is not in the hopelessly stagnant condition so many of our superior critics would have us believe. It is just a comparison between Britain and America as industrial powers might show that in our country there is room for more enterprise, but the Americans are not perfect. The gigantic outputs made possible to factories in the States by the high tariff walls and mammoth trusts too frequently enable the Yankee traveller to undersell his English rival in foreign, and even British, markets, but, after all, that is not everything. The cheapness of articles is a great factor in commercial transactions, but cheapness is not everything. Quality is something, and in that matter Britain is still ahead.

If half the stories of American superiority so widely circulated in this country were true, every wise British manufacturer would dismantle his workshops and invest his capital in American commercial bonds. Fortunately, there is not the least necessity for this course of action by one British worker. The condition of industry to-day clearly shows that the British workman is not the inferior of his American cousin; that all the enterprise and energy in the world is not planted in the

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SHIPPING.

ARRIVALS.

b. 1. ENNA LUYKIN, German str., 1,110, Martens, Moji 27th Jan., Coal.—EAST ASIATIC TRADING CO.
 b. 1. GLENLOCHY, British str., 2,937, E. J. Stallard, Yokohama 26th Jan., General.—MCGREGOR BROS. & CO.
 b. 1. KOWLOON, German str., from Canton.
 b. 1. SACHSEN, German str., 4,500, W. Franke, Shanghai 30th Jan., Mails and General. MELCHERS & CO.
 b. 1. SUNGJANG, British str., 1,021, J. Robinson, Manila 20th January, General.—BUTTERFIELD & SWIRE.
 b. 1. TIENTAU, German str., 1,002, O. Koch, Ingolstadt via Swatow 18th Jan., Rice and Tea—BUTTERFIELD & SWIRE.
 b. 1. WHAMPOA, British str., from Canton.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
 1st February.
 Hailong, British str., for Swatow.
 Hainan, French str., for Haikow.
 Chang, British str., for Iloilo.
 Anchuria, Russian str., for Dalny.
 Sabine Rickmers, British str., for Swatow.
 Sam, British str., for Singapore.
 Whampoa, British str., for Swatow.
 Yikung, British str., for Moji.

DEPARTURES.

31st January.
 CHUSAN, British str., for Shanghai.
 EXCLUSE, British cruiser, for Singapore.
 HAICHING, British str., for Coast Ports.
 LINCHING, U.S. transport, for Manila.
 TRIUMPH, German str., for Haiphong.
 1st February.
 ALACHTY, British d.-v.-o., for Canton.
 ANHUI, British str., for Australia.
 DENTROUS, German str., for Saigon.
 DIODOR, British str., for London.
 HANOI, French str., for Haiphong.
 KWASULEK, Chinese str., for Canton.
 KWANSEI, British str., for Canton.
 LOKANG, British str., for Chinkiang.
 PIONIER, German str., for Yokohama.
 WAKAMATSU, MARU, Japanese str., for Moji.

VESSELS IN DOCK.

1st February.
 ABERDEEN DOCKS.—Petrarch.
 VLOOR DOCKS.—H.I.G.M.S. *Moenie*, *Tarav*, H.M.S. *Glory*, *Ellen*, *Richards*, *Vigilant*, *Perlu*, *Lydia*.
 METROPOLITAN DOCK.—Chihi, *Pitmanulok*, *Trodos*, *Tyr*.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.
 FOR LONDON.

THE Steamship "GLEN LOCHY". Captain Stallard, will be despatched as above TO-DAY, the 2nd February.

For Freight, apply to MCGREGOR BROS. & CO., Hongkong, 19th January, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK,
 VIA PORTS AND SUEZ CANAL
 WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG, 1904.
 About 5th Feb.

SIKH 5th Feb.
 MACDUFF 1st Mar.

For Freight and further information, apply to DODWELL & CO. LTD., Agents, Hongkong, 29th January, 1904.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.
 FOR VICTORIA B.C. AND SEATTLE,
 WASH. (VIA SHANGHAI, MOJI,
 KOBE AND YOKOHAMA).

THE Company's Steamship

"AKI MARU". Captain J. W. Ekstrand, will be despatched as above on TUESDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
 Manager, Hongkong, 1st February, 1904.

THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIc PORTS.

THE Danish Steamer

"PRINS VALDMAR". Captain Kok, will leave for the above ports on or about WEDNESDAY, the 10th February.

For Freight or Passage, apply to MELCHERS & CO., Agents, Hongkong, 16th January, 1904.

NAVIGAZIONE GENERALE, ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEMATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA)

THE Steamship

"CAPRI". Captain Belotti, will be despatched as above on THURSDAY, the 11th instant, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 1st February, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG".

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$2 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO., No. 128, Connaught Road Central, Hongkong, 30th June, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLENLOCHY	Brit. str.	Stallard	MCGREGOR BROS. & CO.	To-day.
LONDON & ANTWERP	NESTOR	Brit. str.	E. G. Andrews	P. & O. S. N. CO.	6th inst.
LONDON & AMSTERDAM & ANTWERP, &c.	PALEOMA	Brit. str.		BUTTERFIELD & SWIRE	About 14th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
LONDON & ANTWERP	MOYUNE	Brit. str.		BUTTERFIELD & SWIRE	1st March.
LONDON & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	PAK LING	Brit. str.		BUTTERFIELD & SWIRE	23rd March.
MARSEILLES &c. VIA PORTS OF CALL	E. SIMONS	French str.	Chabonneau	MESSAGERIES MARITIMES	9th inst., at 1 P.M.
BREMEN VIA PORTS OF CALL	W. FRANKO	Ger. str.	C. H. Burch.	MELCHERS & CO.	10th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	Kock	Dan. str.		SHEWAN, TOME & CO.	About 10th inst.
HAVRE, COPENHAGEN & BALTIc PORTS	F. VALDEMAR	Ger. str.	Schoenfeldt	MELCHERS & CO.	1st March.
HAVRE & HAMBURG	ALESSIA	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	8th March.
HAVRE & HAMBURG	SAMBA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	22nd March.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	v. Dohren	HAMBURG-AMERIKA LINIE	5th April.
HAVRE & HAMBURG	KREEUM	Brit. str.		BUTTERFIELD & SWIRE	29th March.
GENOA, MARSEILLE & LIVERPOOL	AJAX	Aust. str.	Damianovich	SANDER, WIELER & CO.	23rd inst.
GENOA, MARSEILLE & LIVERPOOL	GISERA	Brit. str.		DODWELL & CO. LTD.	About 5th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SIRH	Brit. str.		CANADIAN PACIFIC R. CO.	10th inst.
VANCOUVER VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	24th inst.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Jap. str.	A. Dixon	NIPPON YUSEN KAISHA	9th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Brit. str.	DODWELL & CO. LTD.	11th inst.	
VICTORIA (B.C.) & TACOMA VIA JAPAN,	OLYMPIA	Brit. str.		BUTTERFIELD & SWIRE	23rd inst.
VICTORIA (B.C.) & SEATTLE VIA N.B.C. &c.	AGAMEMNON	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	13th inst.
PORLTAND, OREGON	INDRAVURA	Brit. str.		BUTTERFIELD & SWIRE	12th inst.
AUSTRALIAN PORTS	TRINAK	Brit. str.		GIBR. LIVINGSTON & CO.	19th inst., at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	G. Schmidt	BUTTERFIELD & SWIRE	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BORNEO	Brit. str.	P. B. Helms	HAMBURG-AMERIKA LINIE	9th inst.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	Prah	MELCHERS & CO.	10th inst.
YOKOHAMA & KOBE	ANDALUSIA	Brit. str.	C. Dowers	MELCHERS & CO.	10th inst.
KOBE	SEVELITE	Brit. str.	I. Goto	TOM. OGATA	10th inst.
DAULY, PORT ARTHUR & VLADIVOSTOK	TRIUMPH	Jap. str.	A. Hanson	OSAKA SHOSEN KAISHA	10th inst.
SHANGHAI, NAGASAKI, HOKKO & YOKOHAMA	FOOCHOW, VIA SWATOW & AMOY	Brit. str.	T. Ogata	OSAKA SHOSEN KAISHA	10th inst.
FOOCHOW, VIA SWATOW & AMOY	TAMSU	Jap. str.	T. Saito	OSAKA SHOSEN KAISHA	10th inst.
SWATOW & YOKOHAMA	MAIZOURU M.	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
MANILA	WHAMPOA	Brit. str.		DODWELL & CO. LTD.	10th inst.
MANILA	SHAWMUT	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
MANILA DIRECT	CHIHLI	Brit. str.	W. M. Smith	SHEWAN, TOME & CO.	13th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	6th inst., at 4 P.M.
ILIOU	CAPEI	Ital. str.	Bolsito	CARLOWITZ & CO.	11th inst., at Noon.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUDAMPFER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES

ALESIA	HAVRE and HAMBURG	(Calling at Singapore and Colombo)	On 9th Feb. Freight
C. FERD. LAEISZ	HAVRE and HAMBURG	(Calling at Singapore and Ponang)	On 27th Feb. Freight
SITHONIA	HAVRE and HAMBURG	(Calling at Singapore and Colombo)	On 8th Mar. Freight
SAMBIA	HAVRE and HAMBURG	(Calling at Singapore and Ponang)	On 22nd Mar. Freight
ANDALUSIA	HAVRE and HAMBURG	(Calling at Singapore and Colombo)	On 5th April. Freight

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, NO. 1.

13

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES

TAMSUI, VIA SWATOW	DALIN MARU	THURSDAY, 4th February, at 10 A.M.
AND AMOY	DAIGI MARU	WEDNESDAY, 10th February, at 10 A.M.
TAMSUI, VIA SWATOW	W. GROVES	WEDNESDAY, 10th February, at 10 A.M.
AND AMOY	"ANPING MARU"	WEDNESDAY, 3rd March, at 10 A.M.
FOOCHOW, VIA SWATOW	I. GOTO	THURSDAY, 4th March, at 10 A.M.
AND AMOY	"TRIUMPH"	THURSDAY, 7th March, at 10 A.M.
FOOCHOW, VIA SWATOW	A. HANSEN	FRIDAY, at 8 A.M.
AND AMOY	"MAIZDZURU MARU"	

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 5th February.
GLASGOW and LIVERPOOL...	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL...	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL...	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL...	"TELEMACUS"	On 12th March.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"NESTOR"	On 6th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
GENOA, MARSEILLE and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
GENOA, MARSEILLE and LIVERPOOL	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"AGAMEMNON" ...	On 24th February.
The s.s. "PELEUS" left Victoria B.C. on the 30th ult., for this port via Japan.		
For Freight, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd February, 1904.

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CHINA NAVIGATION CO.
LIMITED.

STEAMERS	TO SAIL
SWATOW and SHANGHAI	"WHAMPOA"
MANILA	On 2nd Feb., 10 A.M.
ILIGO	"CHILLI"
YOKOHAMA and KOBE	"WUCHANG"
PORT DARWIN, THURSDAY	"CHANGSHA"
ISLAND, CAIRNS, COOKTOWN, TOWNSVILLE, BRISBANE, ETC.	"TSINAN"
SYDNEY and MELBOURNE	On 12th February.

The list of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on each.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd February, 1904.

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FORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND PORTLAND, OREGON
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRAPUKA" 4,899 A. E. Hollingsworth February 13, 1904
"INDRASAMHA" 5,197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE" will be despatched for the above ports on FRIDAY, the 13th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd February, 1904.

[250]



Hongkong, 25th July 1903.

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AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMENSEN & CO.
Hongkong, 3rd October, 1900.

AMOY ENGINEERING CO., LTD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903.

[78]

GRACA & CO.,
FOREIGN AND COLONIAL STAMP DEALERS,

No. 58, PEEL STREET, HONGKONG,

Will be glad to send STAMPS on approval to any address or receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed.

[334]

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

SANDER, WIELER & CO., Agents, Princes' Buildings, Hongkong, 26th January, 1904.

[209]

THE DAILY PRESS

Office, 14, Des Voeux Road Central.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE

All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

NOTICES TO CONSIGNEES

STEAMSHIP "YARCA"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Milde" and "Ortegal," from Bordeaux ex.s.s. "Ville du Lorain," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, the 27th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 3rd February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd February, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 3rd February, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent:

Hongkong, 27th January, 1904.

[2]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PINGSUEY."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 29th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th January, 1904.

[10-11]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 30th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th January, 1904.

[10-11]

BUTTERFIELD & SWIRE COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MIAMI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of this Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 30th January, 1904.

[17]

POST OFFICE NOTICES.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00
 Each—
 16 stamps at 4 cents
 12 " " 2 "
 12 " " 1 "

Letters and Post cards are now received for transmission to Europe via Dalmatia and the Trans-Siberian Railway, and should be marked accordingly. No printed matter can be accepted. Unpaid or unpaid correspondence cannot be forwarded. The rates of postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the first Russian boat from Shanghai to Dalmatia which leaves Shanghai every Friday.

PARCEL POST TO MANILA.
 Parcels are now received at this office for transmission to Manila. The same regulations as to weight limit, packings, etc., will apply as is at present in vogue for parcels to America direct. Inward parcels by air, Ocean, are now ready for delivery.

The Siberia, with the American mail, left Shanghai on Monday, the 1st inst., at 8 a.m., and may be expected here on about Wednesday, the 3rd inst.

The Seafire, with the German mail, left Singapore on Saturday, the 30th ult., at 2 p.m., and may be expected here on or about Thursday, the 4th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton		Tue-day, 2nd, 7.30 A.M.
Swatow and Shanghai		Tuesday, 2nd, 9.00 A.M.
Swatow		Tuesday, 2nd, 9.00 A.M.
Swatow and Deli		Tuesday, 2nd, 11.00 A.M.
Macao		Tuesday, 2nd, 1.15 P.M.
Chinkiang		Tuesday, 2nd, 2.00 P.M.
Singapore		Tuesday, 2nd, 3.00 P.M.
Kangmoo, Kuchuk and Samshui		Tuesday, 2nd, 3.00 P.M.
Singapore		Tuesday, 2nd, 3.00 P.M.
Manila		Tuesday, 2nd, 5.00 P.M.
Kobe		Tuesday, 2nd, 5.00 P.M.
Nomiti		Tuesday, 2nd, 5.00 P.M.
Sigabau		Tuesday, 2nd, 5.00 P.M.
Macao		Tuesday, 2nd, 5.00 P.M.
Canton		Tuesday, 2nd, 5.00 P.M.
Canton		Wednesday, 3rd, 7.30 A.M.
Quong Chow, Shiohoi, Pakhoi and Haifong		Wednesday, 3rd, 9.00 A.M.
EUROPE, &c., India via Tuticorin		Printed Matter and Samples
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)		

Singapore, Penang, and Calcutta

Iloilo

Manila

Canton

Canton